

## Transportation Concept Report

### State Route 180

### August 2004

## I. Introduction

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2030. It provides the route, traffic data, and operating characteristics for the current (2004) and future years (2015 and 2030) for Caltrans District 6's State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS, which are generally capacity enhancing improvements such as lane additions.

Caltrans endeavors to maintain a target LOS at the transition between LOS of C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment. Operational improvements, such as intersection modifications and passing or weaving lanes, are discussed as interim measures.

This TCR also identifies mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. The UTC does not consider funding as a constraint. The System Planning unit should be consulted for the interim right-of-way prior to ultimate construction at a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a "living document," subject to amendments as condition change and projects are completed. Caltrans District 6 System planning staff will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route 180 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies and other Caltrans functional units.

The district is comprised of the Counties of Fresno, Kern, Kings, Madera, and Tulare. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

## II. Route Description and Purpose

**Begins:** In Caltrans District 5 at the Route 25 junction near Paicines in San Benito County.

**Ends:** In Caltrans District 6 at the Kings Canyon National Park (near Cedar Grove section) boundary in Fresno County.

**Length:** A 180-mile highway passing through San Benito, Fresno, and Tulare Counties, and Kings Canyon National Park.

This Transportation Concept Report covers the 137.9 miles of State Route 180 in District 6. At the start of the document (page "i") is a map showing the location of State Route 180. One hundred fourteen miles of State Route 180 in District 6 are constructed. The California Transportation Commission (CTC) has not adopted the unconstructed portion of State Route 180 between Route 25 and Route 33. Therefore the length of the unconstructed portion of State Route 180 is unknown. The constructed portion of this highway extends from State Route 33 in Mendota to the Kings Canyon National Park boundary.

A Route Adoption Study that would explore the feasibility of connecting State Route 180 to Interstate 5 beginning at State Route 33 in Fresno County was proposed in 2000. That year the California Transportation Commission (CTC) approved \$7 million in Traffic Congestion Relief Program (TCRP) funds for a Study of the proposed extension alignment. In 2001, the funding was added to the \$35 million in Federal Demonstration funds for the project, which was passed by Congress and signed by President Clinton in the fall of 2000. It is pertinent to note that the majority of the \$7 million allocated for the route adoption and related environmental studies were withdrawn by the State in FY 2003/2004 due to State Budget constraints. Although no alignment has yet been adopted, a connection to Interstate 5 remains a high priority of many regional agencies and organizations affected by the State Route 180 corridor, including Fresno County.

In the City of Fresno the Average Annual Daily Traffic (AADT) on State Route 180 is 79,900 and the Average Annual Daily Truck Traffic is 3,995 (5%). In Kings Canyon National Park there are approximately 4.6 miles of highway within the Grant Grove section of the park. This segment of the highway is not part of State Route 180, thus it is managed and maintained by the National Park Service. In Kings Canyon National Park the Average Annual Daily Traffic (AADT) on State Route 180 is 1,500 and the Average Annual Daily Truck Traffic is 150 (10%).

### Land Use:

- On the existing alignment from State Route 33 to State Route 99, the land use is primarily agricultural with numerous commercial and residential properties in Mendota and Kerman. Open fields, orchards, farm machinery, and housing for migrant workers are noticeable along this section of State Route 180. This section is also a strong focal point for growth within Fresno. Two examples of enhanced growth proposals are the proposed Roeding Regional Industrial Park which primarily consists of light industrial and warehousing, and the proposed increase in residential uses such as the Running Horse Development.
- State Route 180 skirts three wildlife areas. The Mendota Wildlife Area is on the south side of the route, just west of the railroad tracks in Segment 5 near Mendota. The Alkali Sink Ecological Reserve is located to the east of the Mendota Wildlife Area while the Kerman Ecological Reserve is located east of James Road.
- Between Brawley Avenue and Hughes Avenue in Fresno, the Fresno Memorial Cemetery and the Chandler Airport are located to the south of State Route 180.
- From Hughes Avenue to State Route 41 on the new alignment, the route traverses residential, commercial, and heavy industrial land uses. East of State Route 41, industrial activities are prevalent south of McKinley Avenue and around the Floradora Avenue "rail branch line." Residential developments are located to the south of the corridor.

- East of Chestnut Avenue and north of State Route 180, the Fresno-Yosemite International Airport serves as a major growth and economic engine for the region. Also, east of Chestnut Avenue on the new alignment to Temperance Avenue, the route continues as a heavy commercial corridor through Fresno. From Temperance Avenue it transitions into agriculture eastward and into a recreational access route to the foothills and the Sierra Nevadas.

**Terrain:** Going in an eastward direction from its uncompleted western terminus at the San Benito County line, the route changes from rolling foothills to level terrain as it enters the San Joaquin Valley floor. After passing through the San Joaquin Valley, it continues east through rolling foothills and becomes mountainous on the way to the Kings Canyon National Park boundary.

### A. Modal Alternatives

**Transit Services:** Both fixed-route and dial-a-ride buses serve the local traveler within Fresno and Tulare Counties as shown below. For segment by segment information see the Transit chart in the Appendix.

**Fresno County:** *Limited interregional trips:* available daily through Greyhound Bus Lines along the State Route 180 corridor for travelers from Firebaugh, Mendota, Kerman, and the Fresno-Clovis Metropolitan Area.

*Urban trips:* available through Fresno Area Express (FAX), Clovis Transit and the Fresno County Rural Transit Agency. A number of these services offer a combination of demand/response and fixed route transit systems.

While the Kerman Transit provides a demand responsive service to Kerman residents, the Westside Transit provides scheduled, multiple round-trip, inter-city service to Mendota and Firebaugh and the Fresno-Clovis Metropolitan Area.

The Sanger Transit provides scheduled, fixed route service to the community and a demand responsive service for the elderly and disabled passengers of Sanger. In addition, the Orange Cove Transit provides a demand responsive service to its residents as well as scheduled, multiple round-trip, inter-city service to Fresno-Clovis Metropolitan Area, Sanger, Parlier, Reedley, and Orange Cove.

With the exception of tour buses, there are no transit services for the eastern half of Segment 20 (eastern Fresno County), and Segments 22 and 23 (in the vicinity of Kings Canyon National Park).

**Tulare County:** Except for tour buses, there are no regularly scheduled transit services for Segment 21, the only segment of State Route 180 outside of Fresno County.

**Amtrak:** There are currently six Amtrak passenger rail trains on the San Joaquin Route that traverse through District 6 on a daily basis. There are connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera.

**High Speed Rail:** A High-Speed Rail corridor has been proposed between Los Angeles and the Bay Area. The High-Speed Rail corridor would cross the State Route 180 right-of-way on a north to south alignment.



*Greyhound Bus Lines provide interregional trips along the State Route 180 corridor for travelers from Firebaugh, Mendota, Kerman, and the Fresno-Clovis Metropolitan Area.*

**Bicycle Routes:** All of State Route 180 on the non-freeway segments to the east and west of Fresno are designated as planned bikeways in both the Fresno County General Plan and the Council of Fresno County Government's Regional Bikeways Plan. For additional bicycle information see the Appendix.

### B. Intelligent Transportation Systems (ITS)



*The Traffic Management Center (TMC), located at the Caltrans District Office in Fresno, provides information for the implementation of ITS technology.*

Numerous applications of Intelligent Transportation Systems exist or are proposed throughout the extent of State Route 180. Operational and safety efficiency will be enhanced by the deployment of Intelligent Transportation System technology. Current ITS applications along State Route 180 include Weather Stations, Changeable Message Signs, Closed Circuit TV, and Highway Advisory Radio. The entire freeway portion of State Route 180 is proposed to have ramp metering in the future.

The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno. For more specific segment by segment information, see the ITS chart in the Appendix.

### C. State Route 180 Highway Facts

- West of State Route 99, State Route 180 serves the cities of Firebaugh, Mendota, San Joaquin, and Kerman as well as Fresno, which is a major highway traffic generator. The route also facilitates the east-west movement of agricultural goods and services in the region.
- East of State Route 99, State Route 180 with major State highway interchanges at State Routes 99, 41, and 168, serve Fresno as an urban commuter route with access to the Fresno Yosemite International Airport. State Route 180 also serves as a recreational route to Kings Canyon and Sequoia National Parks.
- In 1919, State Route 180, Segments 3-21 (formerly called Route 41) was adopted into the State highway system. In 1984, Segments 22-23 (from North Boundary General Grant Grove to End of Route at Kings National Park) were adopted into the State highway system.
- In 1959, State Route 180 was added to the California Freeway and Expressway System. The only excluded area is the portion east of Grant Grove in Kings Canyon National Park.
- East of State Route 99, State Route 180 is designated as part of the National Highway System (NHS). In Fresno County, the NHS commences from State Route 99 to Kings Canyon National Park. The Route then continues on from the General Grant Grove (north boundary) to Cedar Grove in the Park. The only exception is the General's Highway in Grant's Grove. State Route 180 west of State Route 99 is under the Federal-aid Surface Transportation Program.
- The constructed portion of State Route 180 is on the Truck Network System: STAA over the California Legal Network. The part of the route that is on the Interregional Road system is between Temperance Avenue and the end of the route at Kings canyon National Park.
- State Route 180 passes through Giant Sequoia National Monument both before and after it passes through Kings Canyon National Park. The highway is a designated National Forest Scenic Byway,



complete with signs for 50 miles that includes Segment 20 (Clingan's Corner) through the End of Route at Kings Canyon National Park.

- Elements of this State highway between Hume Lake Road and Cedar Grove may have historical importance, as the Civilian Conservation Corps (CCC) in the mid-1930s constructed them and as they contain several beautiful examples of historic rockwork. The preservation of this rockwork and the general historic character of the road have been, and continue to be, a consideration during maintenance and upgrading. The road has additional significance as it is a corridor splitting the Monarch Wilderness and is within the Kings River Wild and Scenic River corridor. Wilderness and Wild and Scenic Rivers are both congressionally designated areas with strict mandates for management.

### D. Specific Environmental Considerations

Caltrans archaeologists in consultation with the State Historical Preservation Office (SHPO) have determined that the upper section of State Route 180, Hume Lake Road to End of Route at Kings Canyon National Park, is not eligible for the National Historic Register. However, it is significant to point out the rockwork that was done by the Civilian Conservation Corps in the 1930s and to emphasize the importance of making sure that future upgrades to the upper section of this highway blends in with this rockwork.

In addition, the mandate for management of the Wild and Scenic River designation basically precludes any diversion of the river for any reason. Measures to protect the clarity of the water and riparian habitat and fisheries, as well as the scenic quality of the area while providing for outdoor recreation use and enjoyment of the area would be necessary. This is in compliance with Public Law 100-150, which designates this as the Kings River Special Management Area and a Wild and Scenic River Corridor.



*The San Joaquin Kit fox is just one of the biological resources found along various segments of State Route 180.*

### III. Segment Map

On the following page is an 11x17" foldout TCR Segment Map for State Route 180. This map shows that 22 segments of State Route 180 are in the county of Fresno and one segment is in the county of Tulare, for a combined total of 23 segments.

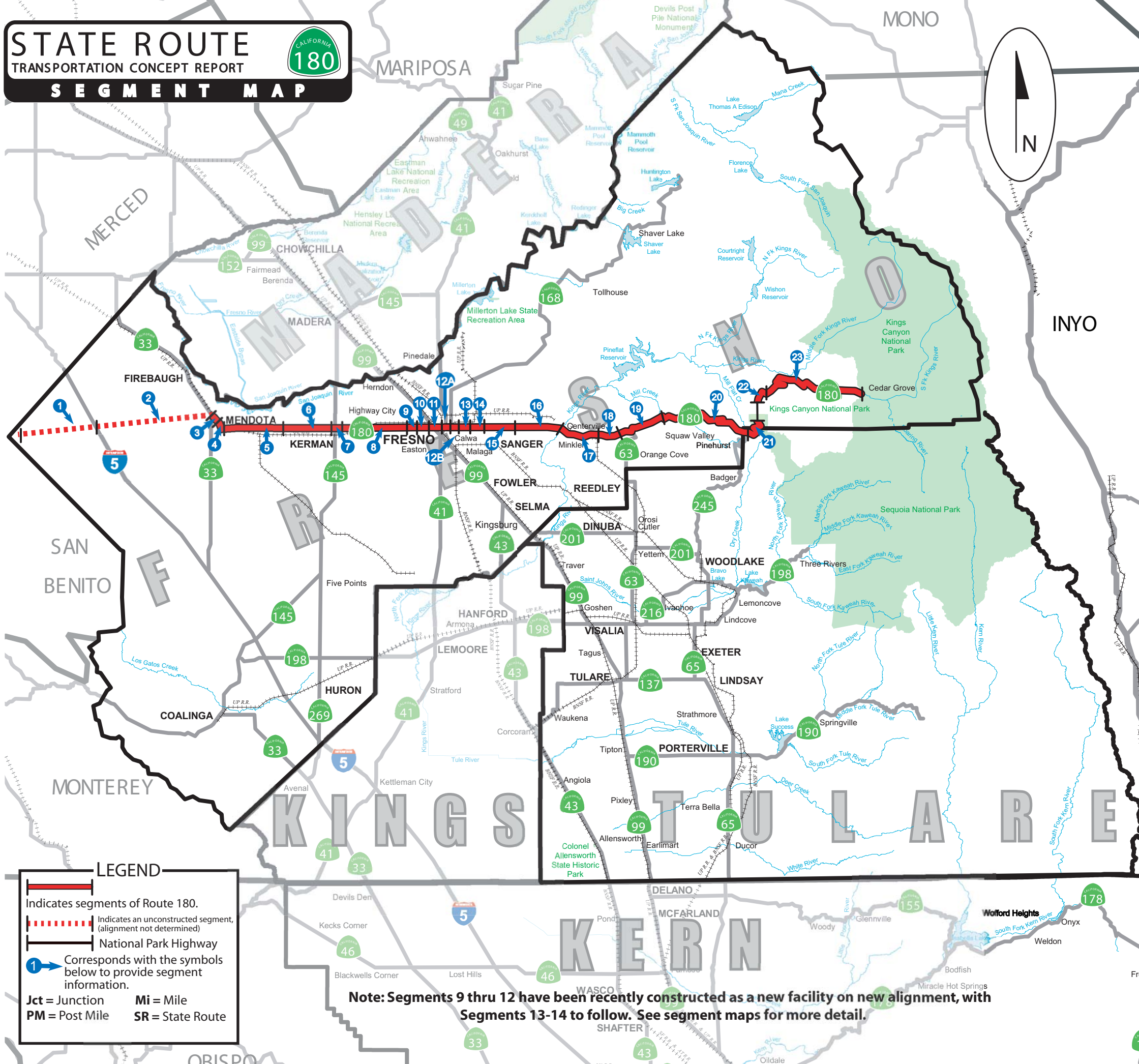
The 4.6-mile section in the Kings Canyon National Park is not part of State Route 180. In Section IV, following the segment map, is an overview of State Route 180 geometric (including segment detail maps), land use, and environmental considerations. The overview is split into several segment groups. See the attached four-page Summary Chart at the end of Section VII Summary Chart, for information about the 22 segments of SR 180 in table form.

*After the segment map on the following page, the TCR is continued in Section IV. Geometric, Land Use, and Environmental Considerations*

# STATE ROUTE

## TRANSPORTATION CONCEPT REPORT

### SEGMENT MAP



LEGEND

Indicates segments of Route 180.

Indicates an unconstructed segment, (alignment not determined)

National Park Highway

Corresponds with the symbols below to provide segment information.

Jct = Junction

Mi = Mile

PM = Post Mile

SR = State Route

**Note: Segments 9 thru 12 have been recently constructed as a new facility on new alignment, with Segments 13-14 to follow. See segment maps for more detail.**

#### Fresno County

- 1 Segment 1:** SR 180 PM 0.0 / 9.0  
San Benito County line / Jct I - 5
- 2 Segment 2:** SR 180 PM 9.0 / 23.5  
Jct I - 5 / SR 33
- 3 Segment 3:** SR 180 PM 23.5 / 24.9  
SR 33 / 0.3 Mi E of Belmont Ave
- 4 Segment 4:** SR 180 PM 24.9 / 26.1  
0.3 Mi E of Belmont Ave / Panoche Rd
- 5 Segment 5:** SR 180 PM 26.1 / 34.6  
Panoche Rd / James Rd
- 6 Segment 6:** SR 180 PM 34.6 / 42.1  
James Rd / Del Norte Ave
- 7 Segment 7:** SR 180 PM 42.1 / 43.0  
Del Norte Ave / 0.1 Mi W of Vineland Ave
- 8 Segment 8:** SR 180 PM 43.0 / 53.6  
0.1 Mi W of Vineland Ave / Brawley Ave
- 9 Segment 9:** SR 180 PM 53.6 / 54.6  
Brawley Ave / Marks Ave
- 10 Segment 10:** SR 180 PM 54.6 / 56.2  
Marks Ave / 0.2 Mi W of SR 99
- 11 Segment 11:** SR 180 PM 56.2 / 58.4  
0.2 Mi W of SR 99 / 0.4 Mi W of SR 410
- 12A Segment 12A:** SR 180 PM R 58.4 / 60.1  
0.4 Mi W of SR 41 / SR 168
- 12B Segment 12B:** SR 180 PM 60.1 / 61.4  
SR 168 / Chestnut Ave UC
- 13 Segment 13:** SR 180 PM 61.4 / 64.4  
Chestnut Ave UC / Fowler Ave
- 14 Segment 14:** SR 180 PM 64.4 / 65.5  
Fowler Ave / Temperance Ave
- 15 Segment 15:** SR 180 PM 65.5 / 71.6  
Temperance Ave / Academy Ave
- 16 Segment 16:** SR 180 PM 71.6 / 78.0  
Academy Ave / Frankwood Ave
- 17 Segment 17:** SR 180 PM 78.0 / 83.8  
Frankwood Ave / Cove Rd
- 18 Segment 18:** SR 180 PM 83.8 / 87.7  
Cove Rd / SR 63
- 19 Segment 19:** SR 180 PM 87.7 / 94.8  
SR 63 / Clingan's Corner
- 20 Segment 20:** SR 180 PM 94.8 / 109.5  
Clingan's Corner / Tulare County line

#### Tulare County

- 21 Segment 21:** SR 180 PM 109.5 / 110.82  
Tulare County line / N boundary General Grant Grove

#### Fresno County

- 22 Segment 22:** SR 180 PM 112.1 / 116.9  
N boundary General Grant Grove / Hume Lake Rd
- 23 Segment 23:** SR 180 PM 116.9 / 136.6  
Hume Lake Rd / End of Route at Kings Canyon Nat'l Park



### IV. Geometric, Land Use, and Environmental Considerations

**Segments 1-8: San Benito County Line to Brawley Avenue (State Route 180 is not constructed in Fresno County between San Benito County line and State Route 33 in Mendota)**

**Begins:** At the San Benito/Fresno County Line (Fresno County: PM 0.0; KP 0.0)

**Ends:** At Brawley Avenue (Fresno County: PM 53.6; KP 86.26)

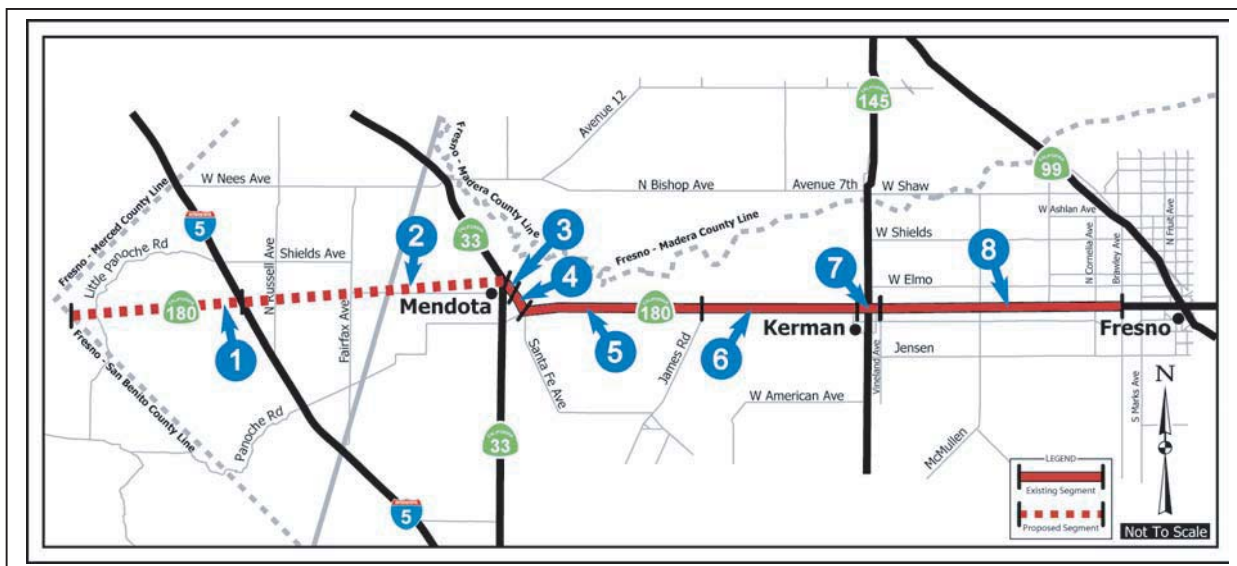
#### Land Use:

- Rural and agricultural land and agri-business are interspersed throughout this stretch of highway.
- Mendota and Kerman are the minor traffic generators along the existing alignment of State Route 180. Fresno is the major traffic generator along the newly constructed freeway alignment of this State highway.



#### Facility:

- Segments 1-2 (San Benito/Fresno County Line to State Route 33) are not constructed and have not been adopted by the CTC. The segment in District 5 between State Route 101 and the Fresno County line is also not constructed.
- Segment 3 is a 4-lane conventional highway in Mendota.
- Segments 4-6 and 8 are comprised of a 2-lane conventional highway. Segment 7 is 4 lanes within Kerman. There is consideration for a future northerly realignment through the Kerman area. A minimum of a 4-lane expressway has been proposed as the ultimate facility for this section of State Route 180. The proposal was based on projected increases in economic growth and traffic volumes in the west Central Valley.
- There are westbound and eastbound passing lanes along State Route 180 between the cities of Kerman and Fresno. An eastbound 1.5-mile long passing lane is located in Segment 8, from 0.3 miles east of Goldenrod Avenue to 0.2 miles west of Bishop Avenue (PM 43.94/45.44). A westbound one-mile long passing lane is also located in Segment 8, from 0.1 mile west of Bryan Avenue to 0.1 mile west of Polk Avenues (PM 51.00/52.00).



### *Interchanges and other Connections with State highways:*

There is no interchange connection at Interstate 5. However, an interchange connection at Interstate 5 is being considered as part of the current Highway 180 Route Adoption Study. There is one local road interchange connection at Marks Avenue. There are existing State highway junctions at State Routes 33 and 145.

### **Environmental/Historical Resources:**

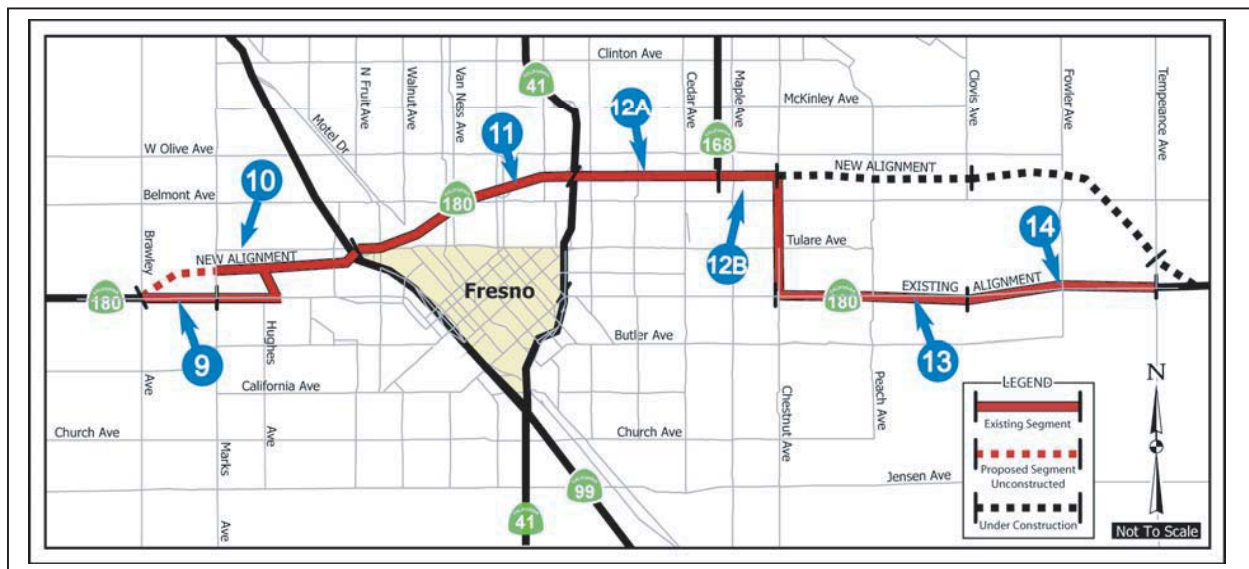
In the urban areas, environmental considerations include impacts from right-of-way acquisition, noise issues, and landscape removal. In the rural areas, the considerations include potential impacts to endangered species and archeological sites.

From State Route 33 to Brawley Avenue the highway crosses specific areas impacted by noise, hazardous waste, sensitive habitat, and right-of-way issues. Highway segments crossing populated areas have social and economic displacement issues.

### **Segments 9-14: Brawley Avenue to Temperance Avenue**

**Begins:** At Brawley Avenue (PM 53.6; KP 86.26)

**Ends:** At Temperance Avenue (PM 65.5; KP 105.41)



### **Land Use:**

- The land use is primarily residential, commercial and light industrial from the existing alignment at Brawley Avenue to State Route 99 along the newly constructed freeway alignment.
- From State Route 99 to State Route 41, the land use is comprised of residential, commercial, and heavy industrial uses.
- Between State Route 41 and Clovis Avenue, on the new alignment, the land use is largely residential, commercial, and industrial. From Clovis to Temperance Avenues on the existing alignment the land use is primarily a combination of agriculture and residential.



### Facility:

This section of State Route 180 is changing in a dynamic fashion. Several segments of the highway are in various stages of completion. Please refer to Figure 1 in Section VI for the project improvement status on existing and new alignments.

### *Interchanges and other Connections with State highways:*

The proposal is for eight interchange connections on the new State Route 180 alignment. State highway interchange connections are at State Routes 99, 41, and 168. The interchange connections at Chestnut, Peach, and Clovis Avenues are under construction. Additional interchange connections will be constructed at Fowler and Temperance Avenues in the near future.

**Environmental/Historical Resources:** This portion of State Route 180 crosses specific areas impacted by noise, hazardous waste, sensitive habitat, and right-of-way issues. Highway segments crossing populated areas have social and economic displacement issues caused by the new freeway.

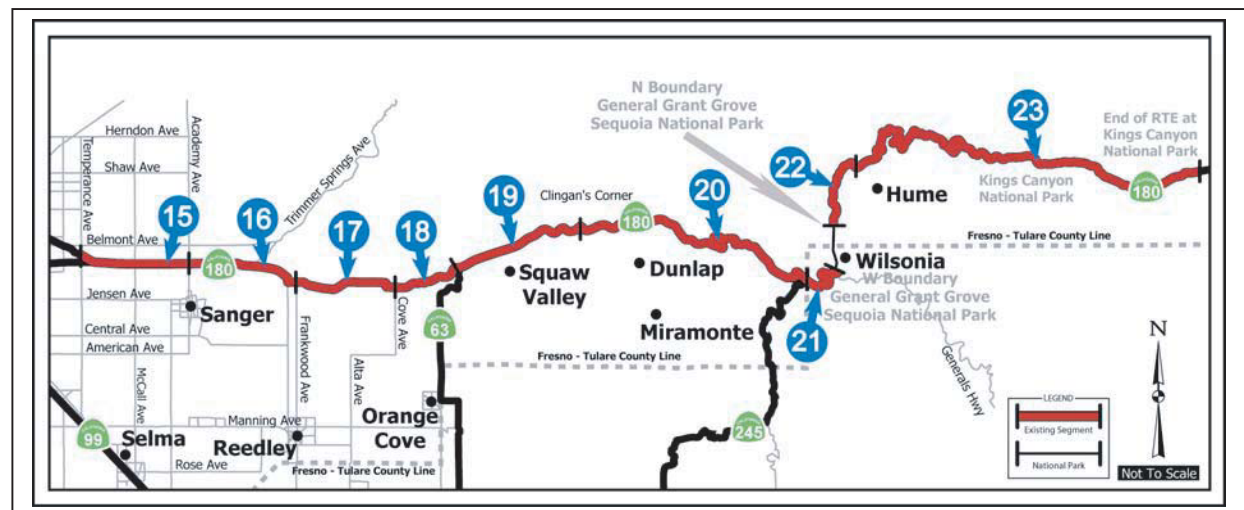


Likewise, highway segments crossing the older areas of Fresno may impact historical architectural resources. Environmental constraints continue to consist of endangered species and the effects on paleontology, archeology, and farmland conversion.

### **Segments 15-23: Temperance Avenue to End of Route at Kings Canyon National Park**

**Begins:** At Temperance Avenue (Fresno County) (PM 65.5; KP 105.41)

**Ends:** At Kings Canyon National Park (Fresno County) (PM 137.9; KP 221.93)



### Land Use:

- From Temperance Avenue to Cove Road the predominant land use is agricultural.
- Grazing land is prevalent in the foothill areas, particularly from Cove Avenue to Clingan's Corner. Some timber harvesting occurs beyond Clingan's Corner and within the Sierra National Forest.
- A few small residential communities like Centerville, Minkler, Squaw Valley, and Cedar Grove are located in the foothills and mountainous areas of this route.



- There is recreational access to the Giant Sequoia National Monument, the Kings Canyon and Sequoia National Parks from the foothills and the Sierra Nevadas.

### Facility:

Segment 21 is in the county of Tulare. A 4.6-mile section of this roadway traverses the Kings Canyon National Park and is not a part of State Route 180. Although there are projected increases in recreational activities at the Kings Canyon and Sequoia National Parks, the highway segments in the eastern Sierra Nevada will continue to remain a 2-lane conventional highway due to relatively low traffic volumes and topographical constraints with selected operational and intersection improvements.

There is proposed construction of a 4-lane expressway from Temperance to Academy Avenues on existing alignment, and a 2-lane expressway on 4-lane right of way from Academy Avenue to Frankwood Avenue on an existing alignment. For the projected completion dates of highway construction, refer to Section VIII, from "Planned and Programmed Improvements to State Route 180."



### *Interchanges and other Connections with State highways:*

The proposed interchange connection at Temperance is the only interchange between Temperance Avenue and the End of Route at Kings Canyon National Park. State Routes 63 and 245 are the other State highway intersection connections.

**Environmental/Historical Resources:** There are several national register eligible properties along the existing route in Centerville and in Minkler. There are also numerous archeological sites from east of Minkler to route's end. Within Kings Canyon National Park, there are historic resources in Wilsonia, Grant Grove and Cedar Grove.

Biological resources such as the San Joaquin Kit Fox, Swainson's Hawk, vernal pools, vernal pool fairy shrimp, valley elderberry longhorn beetle, and cliff swallows can be found along this corridor. Several hazardous waste sites listed on the Cal-EPA site list exist east of Temperance Avenue.

## V. Concept Rationale

### Route Concept LOS:

There are several 2030 Route Concept levels of service designated to account for the different environments in which State Route 180 traverses, and to indicate the general character of the highway.

**Route Concept LOS C** was assigned to the rural western portion of State Route 180 from State Route 33 to Del Norte Avenue (Segments 3-6) and from 0.1 mile west of Vineland Avenue to Brawley Avenue (Segment 8). Route Concept LOS C was assigned due to the low traffic volumes, the importance of the agricultural industry to the communities of Firebaugh, Mendota, San Joaquin, Kerman and the region as well as the economic support for these communities and the I-5 Business Development Corridor.

**Route Concept LOS D** was designated to the Fresno Metropolitan Area, between Del Norte Avenue and 0.1 mile west of Vineland Avenue (Segment 7), and from Brawley Avenue west of Route 99 to Temperance Avenue east of Route 168 (Segments 9-14). This concept level of service reflects the high volume urban character of the route.

**Route Concept LOS D** was also designated for the areas immediately east of Temperance Avenue and for the rural foothills of State Route 180 (Segments 15-17). Since this is an extension of the urban area, the higher traffic volumes will influence this area.

**Route Concept LOS C** was assigned to Segments 18-23 east of Cove Road to End of Route at Kings Canyon National Park due to low existing and low projected future traffic volumes. Segments 22 and 23, from North Boundary General Grant Grove to End of Route at Kings Canyon National Park, only have seasonal access and are closed during winter months.

### Concept Facility/Ultimate Transportation Corridor (UTC):

The 2030 Concept facility and the ultimate transportation corridor beyond 2030 (shown in *Italic*) for State Route 180 are as follows:

- **Segment 2:** A Route Adoption Study is in process for this section of highway. Pending completion of the Route Adoption Study, the concept facility is identified as a **4-lane** expressway from Interstate 5 to State Route 33 (PM 9.00-23.50). The existing County road network is sufficient to carry traffic demand. The UTC is also identified as a **4-lane** expressway
- **Segment 3:** A **4-lane** conventional highway from State Route 33 to 0.3 miles east of Belmont Avenue (PM 23.50-24.89) pending completion of the Route Adoption Study noted in Segment 2. The UTC for this segment is a **4-lane** expressway.
- **Segments 4 and 5:** A **2-lane** conventional highway with operational improvements [2C(I)] - from 0.3 miles east of Belmont Avenue near Mendota to James Road, PM 24.89-34.59. The UTC for this segment is a **4-lane** expressway.
- **Segments 6 to 8:** A **4-lane** expressway from James Road to Brawley Avenue, PM 34.59-53.60. Segment 7 through Kerman will remain a 4-lane conventional highway. In 2004/05 fiscal year, the City of Kerman will be exploring the possibilities of 4-lane expressway realignment (bypass) to the north of existing State Route 180 in its General Plan update. The UTC for Segments 6-8 is a **4-lane** expressway.



- **Segment 9: A 4-lane** freeway from Brawley Avenue to Marks Avenue, PM 53.60-54.58. The UTC for this segment is a **6-lane** freeway.
- **Segment 10: A 6-lane** freeway from Marks Avenue to State Route 99/180 Interchange, PM 54.58-R56.52. The UTC for this segment is an **8-lane** freeway.
- **Segment 11: An 8-lane** freeway plus Auxiliary lanes from State Route 99/180 Interchange to State Route 41/180 interchange, PM R56.52-R58.68. The UTC for this segment is an **8-lane freeway plus Auxiliary lanes**.
- **Segment 12a: A 6-lane** freeway plus auxiliary lanes and braided ramps from State Route 41/180 interchange, to State Route 168/180 interchange, PM R58.68-R60.07. The UTC for this segment is an **8-lane freeway plus Auxiliary lanes and braided ramps**.
- **Segment 12b: An 8-lane** freeway from State Route 168/180 interchange to Chestnut Avenue, PM R60.07-61.44. The UTC for this segment is an **8-lane** freeway.
- **Segment 13: An 8-lane** freeway from Chestnut Avenue to Fowler Avenue, PM 61.41-64.41. The UTC for this segment is an **8-lane** freeway.
- **Segment 14: A 6-lane** freeway from Fowler Avenue to Temperance Avenue, PM 64.41-65.60. The UTC for this segment is an **6-lane** freeway.
- **Segment 15: A 4-lane** expressway from Temperance Avenue to Academy Avenue, PM 65.60-71.61. The UTC for this segment is a **4-lane** expressway.
- **Segments 16 A 2-lane** expressway from Academy Avenue to Frankwood Avenue, PM 71.61-78.00. Frankwood Avenue is the nominal limit. The actual limit is the Alta Main Canal. The UTC for this segment is a **4-lane** expressway.
- **17: A 2-lane** expressway from Frankwood Avenue to Cove Road, PM 78.00-83.81. Again, Frankwood Avenue is the nominal limit. The actual limit is the Alta Main Canal. The UTC for this segment is a **4-lane** expressway.
- **Segments 18 to 23: A 2-lane** conventional highway with operational improvements from Cove Road to End of Route at Kings Canyon National Park, PM 83.81-137.90. The UTC for these segments is a **2-lane conventional highway with operational improvements**.

For more details on the concept facility and UTC see Summary Charts 1-A and 2-A in Section VII.

## VI. A Review of Route 180 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 180 is deficient when it operates below the designated Route Concept LOS of C or D.

Except for Segments 9, 19, 13, and 14, State Route 180 is currently operating at or above the designated Route Concept LOS of C or D. By 2015, Segment 12a (PM R58.68-R60.07) will operate below the designated Route Concept LOS D. By 2030, the LOS will drop below the designated Route Concept LOS C for Segments 4-6, and 8, and below the designated Route Concept LOS D for Segments 11, 12a, 12b, 13-16.

The drop in the performance level for these segments of highway is attributed to growth occurring in the Fresno metropolitan area and the increase in regional travel. The exceptions will be in and around Mendota (Segment 3), and Fresno (Segments 9, 10), and in the foothills or mountain portion of State Route 180 (Segments 17-23).

These identified segments will continue to meet their designated Route Concept LOS through 2030. The following improvements have been proposed or implemented to improve traffic operations on State Route 180 now and in the future. These improvements are primarily on new alignments.

A Route Adoption Study was proposed in 2000 to connect State Route 180 (beginning at State Route 33) to Interstate 5. In 2002, the policy board of the Council of Fresno County Governments (COFCG) supported the Caltrans District 6 proposal to add State Route 180-West between Route 99 and Interstate 5, to the National Highway System (NHS) routes.

In addition to the Route Adoption Study, a Traversable Highway alternative is under consideration, which would upgrade Nees Avenue in Fresno County and 12<sup>th</sup> Street in Firebaugh to State standards as a near term State Route 180 connection to I-5. The scope of this alternative is currently pending. The Traversable Highway alternative would address the more immediate need of closing the gap. The Route Adoption Study with ensuing projects would address the long-term need for additional capacity and enhanced connectivity between eastern Fresno County and I-5. Bypass alternatives are under consideration for Firebaugh and Mendota (Segment 3) as future projects if the traversable highway alternative should be implemented.

These bypasses would provide congestion relief and reduce travel time. Based on the outcome of these studies and the eventual completion of the 4-lane expressway the operating conditions of segments 4, 5, and 6 would approach the designated Route Concept LOS of C.

Without adequate capacity improvements Segments 4, 5, and 16 will continue to operate at LOS E through 2030. The construction of a 4-lane expressway on new alignment will meet the Concept LOS of C for Segment 6 and Concept LOS of D for Segment 15.

The primary funding for State Route 180 highway projects comes from the Fresno County Transportation Authority - Measure "C" sales tax, and State Transportation Improvement Program (STIP), or State Highway Operation Protection Program (SHOPP) funds. Without its renewal, the Measure "C" sales tax extends through the 2006/2007 fiscal year only. As stated previously, there are series of freeway or expressway facilities on proposed new alignment in various stages of completion within the Fresno metropolitan area (see Figure 1 on next page).

For details on this or other sections of State Route 180, consult the Summary Charts in Section VII. Also, review Section VIII and the "Planned and Programmed Projects" charts in Section VIII, or any of the segment maps.

**State Route 180 Segments 9-16:  
Status of Facility Completion on Existing vs. New Alignment  
(Brawley Avenue to Frankwood Avenue – Fresno and Vicinity)**

SEGMENT	COUNTY	ROUTE	EXISTING FACILITY	PROPOSED ON NEW ALIGNMENT	STATUS
9	FRE	180	2C*	4F	In design
10	FRE	180	-	6F	In Design/Open to Traffic
11	FRE	180	-	6F+Aux	Open to Traffic
12a	FRE	180	-	6F+Aux	Open to Traffic
12b	FRE	180	-	6F	In Construction
13	FRE	180	4C**	6F	In Construction
14	FRE	180	2C**	4F	In design
15	FRE	180	2C**	4E***	In design
16	FRE	180	2C**	2E***	In 2004 Measure "C" Plan
*Segment 9 on existing Whites Bridge Avenue will be replaced with a proposed 4-lane Freeway on new alignment. Part of Segment 10 (Marks to Hughes-West) is in design. Part of Segment 10 Hughes-West to SR 99 is open to traffic. **Segments 13-16 are on existing Kings Canyon Road. ***The proposal for Segments 15 and 16 is to build a 4- and 2-lane Expressway on existing Kings Canyon Road.					

**Figure 1**

## **VII. State Route 180 Transportation Concept Report – Summary Chart**

The four page Summary Chart on the following pages indicates that State Route 180 is divided into 23 segments with Segment 12 divided into subsections "a" and "b". Descriptive and technical information for the current and forecast years are provided for this State highway. The chart also has a linear geographic diagram that illustrates the major State and local highway facilities, key natural features, City/County boundaries, and current highway geometrics (i.e., conventional highway, expressway, freeway). A "Chart Explanation" bar on the left hand side of the page defines what is shown on the Chart. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.

*See the following 4-page Summary Chart for further information.*





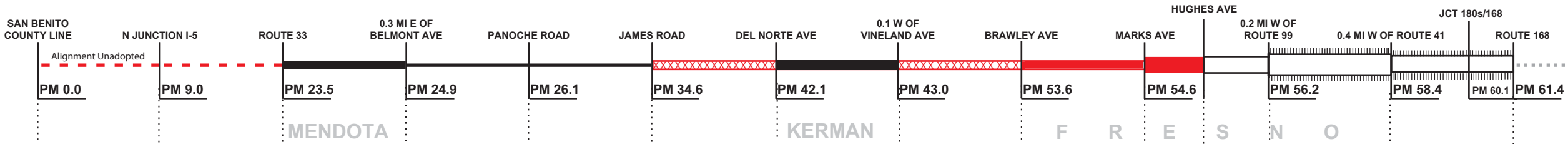
State Route

LEGEND

Existing Lanes		Conventional
Existing and Auxiliary Lanes		Expressway
Planned or Programmed by 2030		Freeway
Convert existing conv. to fwy.		Number of Lanes
Convert existing conv. to expwy.		2
* Length of Segments Not to Scale		4
		6
		8

FACILITY FROM PM 23.5 TO 55.1 MAY BE ON NEW ALIGNMENT; NEW ALIGNMENT FOR PM 55.1 TO 61.4

SUMMARY CHART 1-A



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept)-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.

\*\* 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc

\*\*\* LOS calculated for Concept Facility: traffic volumes not available for current year.

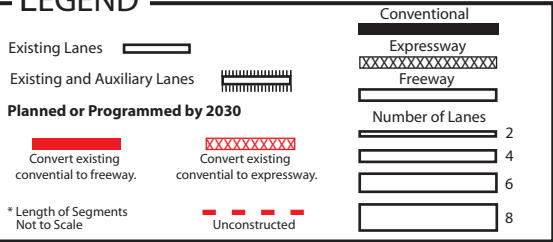
+ Deficient - Concept facility does not meet Concept LOS.

++R- Braided Ramps

SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12A
County / Route	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180 S	FRE / 180 S
Description Begin	SAN BENITO CO LINE (UNCONSTRUCTED)	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF ROUTE 99	0.4 MI W OF ROUTE 41
Description End	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33 (UNCONSTRUCTED)	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF RTE 99	0.4 MI W OF ROUTE 41	ROUTE 168
Postmile Limits Begin/End	0.0 / 9.0	9.0 / 23.5	23.5 / 24.9	24.9 / 26.1	26.1 / 34.6	34.6 / 42.1	42.1 / 43.0	43.0 / 53.6	53.6 / 54.6	54.6 / R 56.2	R 56.2 / R 58.4	R 58.4 / R 60.1
Kilopost Limits Begin/End	0.0 KP / 14.5 KP	14.5 KP / 37.8 KP	37.8 KP / 40.1 KP	40.1 KP / 42.0 KP	42.0 KP / 55.7 KP	55.7 KP / 67.8 KP	67.8 KP / 69.2 KP	69.2 KP / 86.3 KP	86.3 KP / 87.8 KP	87.8 KP / 90.4 KP	90.4 KP / 94.0 KP	94.0 KP / 96.7 KP
Length (MI/KM)	9.0 MI / 14.5 KM	14.5 MI / 23.3 KM	1.4 MI / 2.2 KM	1.2 MI / 2.0 KM	8.5 MI / 13.6 KM	7.6 MI / 12.2 KM	0.9 MI / 1.4 KM	10.6 MI / 17.0 KM	1.0 MI / 1.6 KM	1.6 MI / 2.6 KM	2.2 MI / 3.5 KM	1.7 MI / 2.7 KM
Rural / Urban	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	URBAN	RURAL	URBAN	URBAN	URBAN	URBAN
Terrain	ROLLING	ROLLING	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ROW: Range Existing (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	80.0 / 80.0 FT	60.0 / 80.0 FT	60.0 / 150.0 FT	110.0 / 110.0 FT	100.0 / 110.0 FT	100.0 / 110.0 FT	240.0 / 240.0 FT	240.0 / 240.0 FT	250.0 / 250.0 FT	280.0 / 300.0 FT
ROW: Range Existing (M)	0.0 / 0.0 M	0.0 / 0.0 M	24.4 / 24.4 M	18.3 / 24.4 M	18.3 / 45.7 M	33.5 / 33.5 M	30.5 / 33.5 M	30.5 / 33.5 M	73.2 / 73.2 M	73.2 / 73.2 M	76.2 / 76.2 M	85.3 / 91.4 M
Median Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	12.0 / 12.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	40.0 / 40.0 FT	40.0 / 40.0 FT
Median Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	3.7 / 3.7 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	12.2 / 12.2 M	12.2 / 12.2 M
Shoulder Range (FT)	0.0 / 0.0 FT	0.0 / 0.0 FT	1.0 / 8.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 8.0 FT	0.0 / 8.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 6.0 FT	0.0 / 12.0 FT	8.0 / 12.0 FT
Shoulder Range (M)	0.0 / 0.0 M	0.0 / 0.0 M	0.3 / 2.4 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 2.4 M	0.0 / 2.4 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 1.8 M	0.0 / 3.7 M	2.4 / 3.7 M
Lane Width (FT/M)	0.0 FT / 0.0 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	0 FT / M	0 FT / M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / M	* FT / M	* FT / M	* FT / M	* FT / M
Facility: Existing	N/A	N/A	4C	2C	2C	2C	2C	2C	2C	6F	6F + AUX	6F + AUX
2030 Concept	N/A	4E	4C	2C(I) **	2C(I) **	4E	4C	4E	4F	6F	8F + AUX	6F+ AUX + R++
UTC	2E	4E	4E	4E	4E	4E	4E	4E	6F	8F	8F+AUX	8F + AUX+R++
LOS: 2004	N/A	N/A	A	C	C	B	C	C	N/A	N/A	B	D
2015 / 2030	N/A / N/A	N/A / N/A	B / B	D / E	D / E	C / D	D / D	C / D	B*** / C***	B / D	C / F	F / F
2030 Concept	N/A	N/A	C	C	C	C	D	C	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	2015	2015	2030	N/A	2030	N/A	N/A	2030	2015
Project in STIP/RTP (Y/N)	N/A	N/A	YES	YES	YES	YES	YES	NO	NO	YES	NO	YES
LOS W/ Concept Improvement	N/A	N/A	N/A	D+	D+	A	B	B	C	N/A	D	F+
Directional Split (Peak Hour)	N/A	N/A	64/36	64/36	64/36	64/36	64/36	64/36	60/40	60/40	55/45	55/45
AADT: 2004	N/A	N/A	10,600	8,900	8,900	6,800	9,000	7,500	0***	0***	75,000	105,000
2015 / 2030	0 / 0	0 / 0	14,300 / 18,700	13,100 / 19,100	13,100 / 18,400	9,000 / 11,600	11,300 / 14,000	10,000 / 13,100	29,800 / 44,500	59,200 / 88,300	116,300 / 170,300	162,800 / 240,500
Peak Hour: 2004	0	0	920	800	800	630	840	700	N/A***	N/A***	7,200	11,600
2015 / 2030	0 / 0	0 / 0	1,240 / 1,620	1,180 / 1,720	1,180 / 1,660	830 / 1,080	1,060 / 1,310	930 / 1,220	3,070 / 4,580	5,290 / 7,890	11,160 / 16,340	17,980 / 26,560
% Trucks: AADT / Peak Hour	N/A / N/A %	N/A / N/A %	13 / 8 %	13 / 7 %	14 / 7 %	15 / 11 %	9 / 8 %	9 / 7 %	9 / 6 %	5 / 6 %	5 / 6 %	3 / 2 %

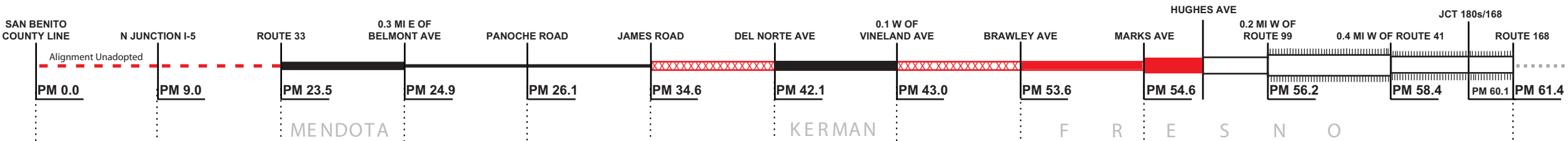
State Route

LEGEND



FACILITY FROM PM 23.5 TO 55.1 MAY BE ON NEW ALIGNMENT; NEW ALIGNMENT FOR PM 55.1 TO 61.4

SUMMARY CHART 1-B



<p><b>Segment:</b> Is self-explanatory except for several data sets:</p> <p><b>Functional Classification:</b> A process by which streets and highways are grouped into or classification systems.</p> <p><b>NHS (National Highway System):</b> Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</p> <p><b>Freeway/Expressway System:</b> The Statewide system of highways declared to be essential to the future development of California.</p> <p><b>Regionally Significant:</b> Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</p> <p><b>STRAHNET:</b> A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</p> <p><b>Lifeline:</b> A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</p> <p><b>IRRS (Interregional Road System):</b> A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</p> <p><b>STAA (Surface Transportation Assistance Act):</b> This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</p> <p><b>Scenic:</b> A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</p> <p><b>ICES (Intermodal Corridor of Economic Significance):</b> Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</p> <p><b>Biological/Historical Resource Sensitivity:</b> Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.</p>	SEGMENT	1	2	3	4	5	6	7	8	9	10	11	12A
	County / Route	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180 S	FRE / 180 S
	Description Begin	SAN BENITO CO LINE (UNCONSTRUCTED)	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF ROUTE 99	0.4 MI W OF ROUTE 41
	Description End	JUNCTION I-5 (UNCONSTRUCTED)	ROUTE 33 (UNCONSTRUCTED)	0.3 MI E OF BELMONT AVE	PANOCH RD	JAMES RD	DEL NORTE AVE	0.1 W OF VINELAND AVE	BRAWLEY AVE	MARKS AVE	0.2 MI W OF RTE 99	0.4 MI W OF ROUTE 41	ROUTE 168
	Postmile Limits Begin/End	0.0 / 9.0	9.0 / 23.5	23.5 / 24.9	24.9 / 26.1	26.1 / 34.6	34.6 / 42.1	42.1 / 43.0	43.0 / 53.6	53.6 / 54.6	54.6 / 56.2	56.2 / 58.4	58.4 / 60.1
	Kilopost Limits Begin/End	0.0 KP / 14.5 KP	14.5 KP / 37.8 KP	37.8 KP / 40.1 KP	40.1 KP / 42.0 KP	42.0 KP / 55.7 KP	55.7 KP / 67.8 KP	67.8 KP / 69.2 KP	69.2 KP / 86.3 KP	86.3 KP / 87.8 KP	87.8 KP / 90.4 KP	90.4 KP / 94.0 KP	94.0 KP / 96.7 KP
	Length (MI/KM)	9.0 MI / 14.5 KM	14.5 MI / 23.3 KM	1.4 MI / 2.2 KM	1.2 MI / 2.0 KM	8.5 MI / 13.6 KM	7.6 MI / 12.2 KM	0.9 MI / 1.4 KM	10.6 MI / 17.0 KM	1.0 MI / 1.6 KM	1.6 MI / 2.6 KM	2.2 MI / 3.5 KM	1.7 MI / 2.7 KM
	Functional Classification	N/A	N/A	Principal Arterial (extension of minor arterial - rural to urban)	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial (extension of minor arterial - rural to urban)	Minor Arterial	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial (extension of minor arterial - rural to urban)
	National Highway System (NHS) (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	YES	YES
	Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Lifeline (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	Scenic (Yes: OD=Officially Designated, E=Eligible) or No	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	N/A	N/A	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
	General Plan/RTP LOS Standard	N/A	N/A	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D
	General Plan/RTP Standard Highway Classification	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Freeway	Freeway	Freeway
	Bike Use Allowed (Y/N)	N/A	N/A	YES	YES	YES	YES	YES	YES	NO	NO	NO	NO
	Biological Resource Sensitivity (Y/N)	YES	YES	NO	YES	YES	YES	YES	YES	YES	NO	YES	YES
	Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO





LEGEND

Existing Lanes

Existing and Auxiliary Lanes

Planned or Programmed by 2030

Convert existing conventional to freeway

Convert existing conventional to expressway

\* Length of Segments Not to Scale

Conventional

Expressway

Freeway

Number of Lanes

2

4

6

8

Unconstructed

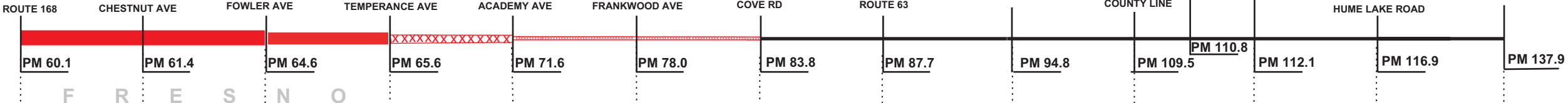
FACILITY FROM PM 61.4 TO 65.6 ON NEW ALIGNMENT; EXISTING ALIGNMENT EASTWARD FROM PM 65.1

W BNDRY GENERAL GRANT GROVE  
\* Not part of 180 Hwy

SUMMARY CHART 2-A

N BOUNDARY GENERAL GRANT GROVE

END OF ROUTE at KINGS CANYON NAT'L PARK



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet and meters.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

**LOS:** The current (2004) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**AADT:** Signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**% Trucks:** Shows the percent of trucks for AADT and Peak Hour.

\* The Ultimate ROW is generally the same as the existing ROW except where geometric improvements may be required. The improvements will occur at specific locations.\*\* 2-lane conventional improvements, i.e., turn lanes, signals, passing lanes, etc.

\*\*\*LOS calculated for Concept Facility; traffic volumes not available for current year.

+Deficient-Concept Facility does not meet Concept LOS. ++ R-Braided Ramps

SEGMENT	12B	13	14	15	16	17	18	19	20	21	22	23
County / Route	FRE / 180 S	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	TUL / 180	FRE / 180	FRE / 180
Description Begin	ROUTE 168	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	N BNDRY GEN'RL GRANT GROVE	HUME LAKE RD
Description End	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	W BNDRY GEN'RL GRANT GROVE	HUME LAKE RD	END OF RTE at KINGS CANYON NAT'L PARK
Postmile Limits Begin/End	R 60.1 / R 61.4	61.4 / 64.4	64.4 / 65.6	65.6 / 71.6	71.6 / 78.0	78.0 / 83.8	83.8 / 87.7	87.7 / 94.8	94.8 / 109.5	109.5 / 110.8	112.1 / 116.9	116.9 / 137.9
Kilopost Limits Begin/End	96.7 KP / 98.9 KP	98.9 KP / 103.6 KP	103.6 KP / 105.6 KP	105.5 KP / 115.2 KP	115.2 KP / 125.5 KP	125.5 KP / 134.9 KP	134.9 KP / 141.1 KP	141.1 KP / 152.5 KP	152.5 KP / 176.3 KP	176.3 KP / 178.3 KP	180.4 KP / 188.0 KP	188.0 KP / 221.9 KP
Length (MI/KM)	1.4 MI / 2.2 KM	3.0 MI / 4.8 KM	1.2 MI / 1.9 KM	6.1 MI / 9.8 KM	6.4 MI / 10.3 KM	5.8 MI / 9.4 KM	3.9 MI / 6.3 KM	7.1 MI / 11.4 KM	14.7 MI / 23.7 KM	1.3 MI / 2.0 KM	4.8 MI / 7.6 KM	21.1 MI / 33.9 KM
Rural / Urban	URBAN	URBAN	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	ROLLING	ROLLING	MTNS	MTNS	MTNS	MTNS	MTNS
ROW: Range Existing (FT)	280.0 / 300.0 FT	225.0 / 300.0 FT	180.0 / 250.0 FT	60.0 / 200.0 FT	60.0 / 200.0 FT	60.0 / 180.0 FT	120.0 / 130.0 FT	100.0 / 120.0 FT	100.0 / 145.0 FT	400.0 / 400.0 FT	130.0 / 200.0 FT	130.0 / 200.0 FT
ROW: Range Existing (M)	85.3 / 91.4 M	68.6 / 91.4 M	54.9 / 76.2 M	18.3 / 61.0 M	18.3 / 61.0 M	18.3 / 54.9 M	36.6 / 39.6 M	30.5 / 36.6 M	30.5 / 44.2 M	121.9 / 121.9 M	39.6 / 61.0 M	39.6 / 61.0 M
Median Range (FT)	40.0 / 40.0 FT	16.0 / 16.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT	0.0 / 0.0 FT
Median Range (M)	12.2 / 12.2 M	4.9 / 4.9 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M	0.0 / 0.0 M
Shoulder Range (FT)	8.0 / 12.0 FT	8.0 / 8.0 FT	8.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	2.0 / 8.0 FT	0.0 / 0.0 FT	0.0 / 1.0 FT	0.0 / 0.0 FT	0.0 / 1.0 FT	0.0 / 1.0 FT
Shoulder Range (M)	2.4 / 3.7 M	2.4 / 2.4 M	2.4 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.6 / 2.4 M	0.0 / 0.0 M	0.0 / 0.3 M	0.0 / 0.0 M	0.0 / 0.3 M	0.0 / 0.3 M
Lane Width (FT/M)	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M	12.0 FT / 3.7 M
Ultimate ROW (FT/M)	* FT / M	* FT / M	* FT / M	170 FT / 51.8 M	170 FT / 51.8 M	170 FT / 51.8 M	* FT / M	* FT / M	* FT / M	* FT / M	* FT / M	* FT / M
Facility: Existing	6F	6F	4F	4E	2C	2C	2C	2C	2C	2C	2C	2C
2030 Concept	8F	8F	6F	4E	2E	2E	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **
UTC	8F	8F	6F	4E	4E	4E	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **	2C(I) **
LOS: 2004	B	N/A	N/A	D	D	C	C	C	B	B	B	B
2015 / 2030	C / F	D*** / F***	D*** / F***	E / F	D / E	D / D	C / C	C / C	B / B	B / B	B / B	B / B
2030 Concept	D	D	D	D	D	D	C	C	C	C	C	C
Deficiency/Year Deficient	2030	2030	2030	2015	2030	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	YES	YES	YES	YES	YES	NO	NO	NO	NO	NO	NO	NO
LOS W/ Concept Improvement	D	D	D	B	E+	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	55/45	55/45	55/45	75/25	75/25	75/25	75/25	75/25	75/25	75/25	75/25	75/25
AADT: 2004	53,000	0***	0***	9,100	8,900	6,300	4,500	4,500	1,500	1,500	1,150	750
2015 / 2030	82,200 / 121,400	119,300 / 177,900	66,500 / 99,100	15,600 / 24,800	11,800 / 15,400	7,400 / 8,500	4,600 / 4,700	4,600 / 4,700	1,600 / 1,800	1,600 / 1,800	1,242 / 1,400	800 / 900
Peak Hour: 2004	5,500	0***	0***	900	880	560	400	400	160	160	120	80
2015 / 2030	8,530 / 12,600	9,050 / 13,490	5,840 / 8,710	1,540 / 2,450	1,170. / 1,520	660 / 760	410 / 420	410 / 420	170 / 190	170 / 190	129 / 140	90 / 100
% Trucks: AADT / Peak Hour	3 / 2 %	3 / 2 %	7 / 2 %	7 / 2 %	11 / 2 %	11 / 2 %	11 / 2 %	9 / 1 %	10 / 1 %	10 / 1 %	4 / 5 %	4 / 5 %





State Route

LEGEND

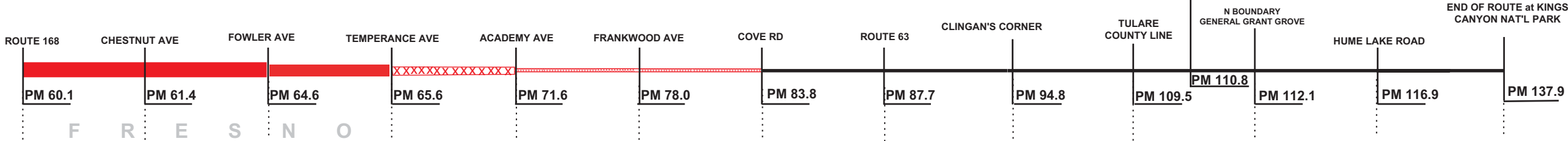
Existing Lanes		Conventional	
Existing and Auxiliary Lanes		Expressway	
		Freeway	
Planned or Programmed by 2030			
		Number of Lanes	
Convert existing convention to freeway.			
Convert existing conventional to expressway.			
* Length of Segments Not to Scale			
		Unconstructed	

FACILITY FROM PM 61.4 TO 65.6 ON NEW ALIGNMENT; EXISTING EASTWARD FROM PM 65.1

W BNDRY GENERAL GRANT GROVE  
\* Not part of 180 Hwy

SUMMARY CHART 2-B

END OF ROUTE at KINGS CANYON NAT'L PARK



**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**NHS (National Highway System):** Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS (Interregional Road System):** A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**Biological/Historical Resource Sensitivity:** Indicates whether an endangered species of flora and/or fauna is present or a property of historical significance is in the area.

SEGMENT	12B	13	14	15	16	17	18	19	20	21	22	23
County / Route	FRE / 180 S	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	FRE / 180	TUL / 180	FRE / 180	FRE / 180
Description Begin	ROUTE 168	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	N BNDRY GEN'RL GRANT GROVE	HUME LAKE RD
Description End	CHESTNUT AVE UC	FOWLER AVE	TEMPERANCE AVE	ACADEMY AVE	FRANKWOOD AVE	COVE RD	ROUTE 63	CLINGAN'S CORNER	TULARE CO LINE	W BNDRY GEN'RL GRANT GROVE	HUME LAKE RD	END OF RTE at KINGS CAYN NAT'L PARK
Postmile Limits Begin/End	60.1 / 61.4	61.4 / 64.4	64.4 / 65.6	65.6 / 71.6	71.6 / 78.0	78.0 / 83.8	83.8 / 87.7	87.7 / 94.8	94.8 / 109.5	109.5 / 110.8	112.1 / 116.9	116.9 / 137.9
Kilopost Limits Begin/End	96.7 KP / 98.9 KP	98.9 KP / 103.6KP	103.6KP / 105.6KP	105.5KP / 115.2KP	115.2KP / 125.5KP	125.5KP / 134.9KP	134.9KP / 141.1KP	141.1KP / 152.5KP	152.5KP / 176.3KP	176.3KP / 178.3KP	180.4KP / 188.0KP	188.0KP / 221.9KP
Length (MI/KM)	1.4 MI / 2.2 KM	3.0 MI / 4.8 KM	1.2 MI / 1.9 KM	6.1 MI / 9.8 KM	6.4 MI / 10.3 KM	5.8 MI / 9.4 KM	3.9 MI / 6.3 KM	7.1 MI / 11.4 KM	14.7 MI / 23.7 KM	1.3 MI / 2.0 KM	4.8 MI / 7.6 KM	21.1 MI / 33.9 KM
Functional Classification	Principal Arterial (extension of minor arterial - rural to urban)	Principal Arterial in urban area (P1P)	Principal Arterial in urban area (P1P)	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Freeway/Expressway System (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO	NO	NO
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	CL	CL	CL	CL	CL	CL	CL
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO	NO	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
General Plan/RTP LOS Standard	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - D	Fresno County LOS for CMP & RTP Regionally Significant System - C	Fresno County LOS for CMP & RTP Regionally Significant System - C
General Plan/RTP Standard Highway Classification	Freeway	Freeway	Freeway	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY	Proposed FWY
Bike Use Allowed (Y/N)	NO	NO	NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
Biological Resource Sensitivity (Y/N)	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES
Historical Resources Present (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

## VIII. Planned and Programmed Improvements to State Route 180

The following tables show both the planned and programmed projects for State Route 180 through 2030. The planned projects include *candidate* projects for the STIP and SHOPP, as well as ITSP and RTP projects. The programmed projects include *actual* projects in the STIP, SHOPP, or TCRP that are partially or fully funded. It should be noted that STIP projects are capacity increasing only while SHOPP projects can include maintenance, safety, and operational improvements.

The table shows:

1. The specific segment.
2. State Route 180 Planned Projects-the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and projected completion dates.
3. State Route 180 Programmed Projects-the listing document (STIP, TCRP, SHOPP), description of the project, and projected beginning and completed construction dates.

Project scope and technical data are for general information purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment PM/KP From/To	SR 180 Planned Projects	SR 180 Programmed Projects
1 - 2 FRESNO PM 0.00/23.50 KP 00/37.80 SAN BENITO CO LINE (UNCONSTRUCTED) to ROUTE 33	There is a Route Adoption Study to determine an alignment between Interstate 5 and Route 33. There is \$35 million included in Federal appropriations designated for improvements from Interstate 5 to State Route 33. These funds are not yet programmed.	There are no programmed projects for these segments of highway.
3 FRESNO PM 23.50/24.80 KP 37.80/39.90 ROUTE 33 to 0.3 MI E of BELMONT AVE	<b>Future SHOPP Funding</b> (PM 24.6/27.3, KP 39.59/43.93): <i>AC overlay and widen shoulders (Future).</i>  A corridor study is pending completion for this segment of highway.	There are no programmed projects for this segment of highway.
4 FRESNO PM 24.8/26.12 KP 39.90/42.00 0.3 MI E of BELMONT AVE to PANOCH RD	<b>Future SHOPP Funding</b> (PM 24.6/27.3, KP 39.59/43.93): <i>AC overlay and widen shoulders (Future).</i>  A corridor study is pending completion for this segment of highway.	There are no programmed projects for this segment of highway.
5 FRESNO PM 26.10/34.50 KP 42.00/55.52 PANOCH RD to JAMES RD	There are no planned projects for this segment of highway.	There are no programmed projects for this segment of highway.
6 FRESNO PM 34.50/42.10 KP 55.52/67.75 JAMES RD to DEL NORTE AVE	<b>2004 Measure "C" Expenditure Plan</b> – Fre-180 PM 35/36.60, KP 56.30/58.90. <i>Add Passing Lanes (Future).</i>	<b>2004 Measure "C" Expenditure Plan</b> – Fre-180 PM 35/36.60, KP 56.30/58.90. <i>Add Passing Lanes (Future).</i>

Project scope and technical data are for general information purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.		
Segment PM/KP From/To	SR 180 Planned Projects	SR 180 Programmed Projects
7-8 FRESNO PM 42.10/53.60 KP 67.75/86.26 DEL NORTE AVE to BRAWLEY AVE	There are no planned projects for these segments of highway.	There are no programmed projects for these segments of highway.
9 FRESNO PM 53.60/54.58 KP 86.26/87.80 BRAWLEY AVE to MARKS AVE	<b>2004 Measure C Expenditure Plan:</b> Near Fresno - Brawley Avenue to Marks Avenue PM 53.60/54.58, KP 86.26/87.80. 2-lane conventional highway to 4-lane freeway.  <i>Begin Construction: 2006/2007</i> <i>Complete Construction: 2008/2009</i>	<b>2004 Measure C Expenditure Plan:</b> Near Fresno - Brawley Avenue to Marks Avenue PM 53.60/54.58, KP 86.26/87.80. 2-lane conventional highway to 4-lane freeway.  <i>Begin Construction: 2006/2007</i> <i>Complete Construction: 2008/2009</i>
10 FRESNO PM 54.58/55.08 KP 86.26/88.51 BRAWLEY AVE to HUGHES/WEST  FRESNO PM 55.08/R56.20 KP 88.51/90.44 HUGHES/WEST to 0.2 MI W of RTE 99	Marks Avenue to Hughes/West PM54.58/55.08, KP 87.80/R88.64. 2-lane conventional highway to 6-lane freeway.  <i>In Design</i>  <b>1998 STIP:</b> Fresno - Hughes/West to Route 99 PM R55.4/R56.60, KP 89.16/92.05; - 4-lane/6-lane freeway on new 8-lane alignment.  <i>Completed</i>	Marks Avenue to Hughes/West 54.58/55.08, KP 87.80/R88.64. 2-lane conventional highway to 6-lane freeway.  <i>In Design</i>  <b>1998 STIP:</b> Fresno - Hughes/West to Teilman PM R55.40/R56.60, KP 89.16/91.09; Teilman to Route 99, PM R56.60/R57.20, KP 91.09/92.05; - 4-lane expressway and 6-lane freeway on new 8- lane alignment; also 4-lane diagonal connection to existing alignment.  <i>Completed</i>
11 FRESNO PM 56.20/R58.40 KP 90.44/93.98 0.2 MI W OF RTE 99 to 0.4 MI W OF RTE 41	There are no planned projects for this segment of highway.	<b>2002A SHOPP:</b> 180S/168S PM R56.40/R60.10, KP R90.80/R96.70. On Route 180S in Fresno – From N99/W180 Connector UC BR to JCT Route 180S/168S. Install Median Barrier.  <i>Completed</i>
12a FRESNO PM 58.40/R60.10 KP 93.98/96.72 0.4 MI W of RTE 41 to SR 168/180 I/C  12b FRESNO PM R60.10/R61.40 KP 96.72/98.89 SR 168/180 I/C to CHESTNUT AVE UC	<b>2004 Measure C Expenditure Plan:</b> Route 41 to Chestnut Avenue PM 59.13/61.44, KP 95.16/98.87 - Construct 6-lane freeway: <i>Under Construction</i>  Route 41 to Route 168 PM 59.13/R60.1, KP 95.16/96.72 – Add braided ramps	<b>1998 STIP:</b> Fresno - Route 168 to Fowler Avenue PM R60.30/R64.41, KP 97.04/103.66 - Construct new 6-lane freeway with auxiliary lanes on 8-lane right-of-way freeway alignment: <i>Under Construction</i>  <i>Begin Construction: 2002/2003</i> <i>Complete Construction: 2005/2006</i>

<b>Project scope and technical data are for general information purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-5232.</b>		
<b>Segment PM/KP From/To</b>	<b>SR 180 Planned Projects</b>	<b>SR 180 Programmed Projects</b>
13 FRESNO PM 61.40/63.44 KP 98.89/102.03 CHESTNUT AVE UC to CLOVIS AVE	<b>2004 Measure C Expenditure Plan:</b> Chestnut Avenue to Fowler Avenue PM 61.44/ R64.41, KP 98.89/103.66 - Construct 6-lane freeway to Fowler: Under Construction  <i>Begin Construction: 2002/2003</i> <i>Complete Construction: 2005/2006</i>	<b>1998 STIP:</b> Fresno - Route 168 to Fowler Avenue PM R60.30/R64.41, KP 97.04/103.66 - Construct new 6-lane freeway with auxiliary lanes on 8-lane right-of-way freeway alignment: Under Construction  <i>Begin Construction: 2002/2003</i> <i>Complete Construction: 2005/2006</i>
14 FRESNO PM 63.44/65.55 KP 102.03/105.49 CLOVIS AVE to TEMPERANCE AVE	<b>2004 Measure C Expenditure Plan:</b> Clovis to Temperance Avenues PM 63.44/65.55, KP 102.03/105.49 – Construct 4-lane freeway  <i>Begin Construction: 2004/2005</i> <i>Complete Construction: 2007/2008</i>	<b>2000 STIP:</b> Fresno – Clovis to Fowler Avenues PM 63.44/64.41, KP 102.03/103.66 - construct 6- lane freeway. Fowler to Temperance Avenues PM 64.41/65.55, KP 103.66/105.49 - Construct 4-lane freeway.  <i>Begin Construction: 2004/2005</i> <i>Complete Construction: 2007/2008</i>
15 FRESNO PM 65.55/71.60 KP 105.49/115.23 TEMPERANCE AVE to ACADEMY AVE	<b>2004 Measure C Expenditure Plan:</b> Temperance to Academy Avenues PM 65.50/71.60, KP 105.41/115.23 – Construct 4- lane expressway.  <i>Begin Construction: 2005/2006</i> <i>Complete Construction: 2008/2009</i>	<b>2000 STIP:</b> Near Centerville - Temperance to Academy Avenues PM 65.50/71.60, KP 105.41/115.23 - Construct 4-lane expressway.  <i>Begin Construction: 2005/2006</i> <i>Complete Construction: 2008/2009</i>
16 FRESNO PM 71.60/77.90 KP 115.23/125.36 ACADEMY AVE to FRANKWOOD AVE	<b>2004 Measure C Expenditure Plan:</b> Academy Avenue to Trimmer Springs Road PM R71.60/R75.00, KP 115.23/120.70 – Construct 2-lane expressway  <i>Begin Construction: 2005/2006</i> <i>Complete Construction: 2006/07</i>  Trimmer Springs Road to Frankwood Avenue PM R75.00/R78.20, KP 120.70/125.85 – Construct 2-lane expressway  <i>Begin Construction: 2005/2006</i> <i>Complete Construction: 2006/07</i>	<b>2000 STIP:</b> Near Centerville - Academy Avenue to Trimmer Springs Road PM R71.60/R75.00, KP 115.23/120.70 - Construct 2-lane expressway  <i>Begin Construction: 2008/2009</i> <i>Complete Construction: 2009/2010</i>  Near Centerville and Minkler - Trimmer Springs Road to Frankwood Avenue PM R75.00/R78.20, KP 120.70/125.85 - Construct 2-lane expressway  <i>Begin Construction: 2008/2009</i> <i>Complete Construction: 2010/2011</i>
17-23 FRESNO PM 77.90/137.90 KP 134.86/221.930 FRANKWOOD AVE to END OF ROUTE AT KING'S CANYON NATIONAL PARK	There are no planned projects for this segment of highway.	There are no programmed projects for this segment of highway.



**IX. Appendix**

- Reference Sheet includes MPO/Air Quality District contact information, references used in the TCR, transit services and traffic accident information.
- Intelligent Transportation Systems information (by segment).
- Transit Services by county in Caltrans District 6 (by segment).
- Bicycle Facilities.
- Glossary of terms used throughout the TCR.